AMENDMENTS TO THE SPECIFICATION:

Please replace the following numbered paragraphs with the following rewritten paragraphs:

[13]   Figure 1 illustrates a general schematic side view of an intake manifold assembly 10 which communicates with an engine E. The assembly 10 generally includes an intake conduit 12 which communicates airflow to a plenum ~~volume~~ 14 which contains a variable volume assembly 20. As generally known, the plenum 14 receives intake airflow through the intake conduit 12 from a throttle assembly, vehicle intake, or the like. Airflow from the plenum 14 is distributed to each of a multiple of engine cylinders (illustrated schematically at 16) through a respective runner passage 18. That is, each cylinder 16 preferably receives airflow from the plenum 14 through its own runner passage 18.

[14]   The variable volume assembly 20 includes a deformable member 22 and a ~~resilient~~biasing member 24. The deformable member 22 preferably includes a flexible member, a bellows structure, a telescoping structure or the like which permits a change in volume in response to a vacuum pressure within the plenum 14. The ~~resilient~~biasing member 24 is preferably a spring or the like which positions the deformable member at a predetermined position in response to a vacuum pressure within the plenum 14 to define a volume within the deformable member 22.

[17]   At high engine speeds, a relatively open throttle (illustrated schematically at T'') creates a relatively low vacuum pressure within the plenum 14. Such a relatively low vacuum pressure is typically relatively close to atmospheric pressure. The relatively low vacuum pressure within the plenum 14 permits the ~~resilient~~biasing member 24 to overcome the pressure within the plenum 14. The volume of the deformable member 22 (Figure 3) is essentially decreased relative the predetermined volume position (Figure 1) thereby essentially increasing the volume within the plenum 14. The increased volume within the plenum 14 provides improved high speed dynamic operation for maximum speed operation.

2